



Venice of America

CITY OF

FORT LAUDERDALE

**AVIATION ADVISORY BOARD
Fort Lauderdale Executive Airport
Administrative Office - Multipurpose Room
6000 NW 21 Avenue, Fort Lauderdale, FL
Thursday, May 22, 2008, 1:30 p.m.**

Board Members	Attendance	Cumulative Attendance 7/07 through 6/08	
		Present	Absent
Bunney Brennenman, Chair	P	9	0
Joseph Scerbo, Vice Chair	A	6	3
Lee Alexander	A	7	1
Andrew Berns, Tamarac	P	2	0
Alberto Calvo [1:52]	P	3	0
Michael Dunbar	P	3	0
Lloyd Evanson	A	4	5
Linda Iversen	P	3	0
Richard McDonald	A	6	3
Deborah Van Valkenburgh	A	7	2
Sharon Woods	P	8	1

Airport/City Staff

Clara Bennett, Airport Manager
Mark Cervasio, Assistant Airport Manager
Alex Erskine, Assistant Airport Manager
Rufus A. James, Airport Operations Supervisor
Fernando Blanco, Airport Engineer
Florence Straugh, Noise Abatement Officer
Debra Donato, Administrative Assistant
Leslie Carhart, Administrative Assistant
Victoria Minard, Assistant City Attorney
Jonathan Gehrke, Airport Operations Aide
Matt Bocchino, Airport Operations Aide
Jason Robinson, Airport Operations Aide
J. Oppertlee, Recording Secretary

FORT LAUDERDALE EXECUTIVE AIRPORT
6000 N.W. 21ST AVENUE, SUITE 200, FORT LAUDERDALE, FLORIDA 33309
TELEPHONE (954) 828-4955, FAX (954) 938-4974
www.fortlauderdale.gov



Call to Order

The meeting was called to order at 1:34 p.m. by Chair Brenneman.

1. Approve Minutes of April 2008 Meeting

Motion made by Ms. Woods, seconded by Ms. Iversen, to approve the minutes of the Board's April 2008 meeting. In a voice vote, the motion passed unanimously.

2. Federal Aviation Administration Air Traffic Control Tower Reimbursable Agreement

Ms. Donato informed the Board that since 1990, the City had Reimbursable Agreements with the Federal Aviation Administration (FAA) for the Air Traffic Control Tower at FXE to operate 24 hours per day, and for the Airport to reimburse the FAA for the costs associated with the overnight operation. She explained that without this agreement, the Tower would close at midnight and reopen at 6:00 a.m. and the Airport would operate as an uncontrolled field.

Ms. Donato stated the 24-hour-per-day Tower operation allowed the Airport to designate Runway 26 for departures and Runway 8 for arrivals as preferential at night. This procedure had been in effect since 1990 and had resulted in reducing jet aircraft noise over residential areas. FXE's nighttime noise abatement procedures had also been expanded to include the I-95 Turn, the closure of Runway 13/31, a voluntary training restriction, and a run-up restriction. Ms. Donato pointed out that the operation of the Tower at night had also enhanced the safety of Airport operations.

Ms. Donato announced that the FAA required the City to enter into a Reimbursable Agreement requiring the Airport to pay compensation and benefits for the air traffic controller positions required during the additional six hours of nighttime service. The Airport was also required to pay an administrative overhead cost associated with the service of 26.5%.

Ms. Donato stated the current agreement covered fiscal year 2008, and the reimbursable amount for the current year was \$208,258.70. The estimated cost for next year was \$210,541.19, approximately a 1% increase. This agreement required the FAA to notify the City if actual costs were expected to exceed the estimate by more than 10%. Ms. Donato explained that any amount due on the final bill would be netted against the advance payment and, a refund or final bill would be issued. She noted that a refund had been issued to the City in the amount of \$26,421.40 for the period beginning April 2007 through the end of March 2008.

Ms. Donato stressed that this program was essential in order for FXE and the FAA to implement the recommended nighttime noise abatement procedures,

which significantly reduced noise over residential areas during sensitive nighttime hours.

Staff Recommendation:

The staff recommends approval of the FAA Reimbursable Agreement with the FAA for 24-hour FAA Air Traffic Control Service at Fort Lauderdale Executive Airport at an estimated cost of \$210,541.19 for fiscal year 2009.

Motion made by Mr. Dunbar, seconded by Ms. Woods, to approve the staff recommendation. In a voice vote, Board unanimously approved.

3. Security Improvements Construction Phase Services – Project 10965 Kimley-Horn and Associates, Inc. – Task Order No. 38

Mr. Blanco reminded the Board that at its October 25, 2007 meeting, the Aviation Advisory Board (AAB) had unanimously endorsed staff's recommendation to initiate Task Order No. 34, with Kimley-Horn and Associates, Inc. (KHA), to design updates to the Airport's security access control system. The City Commission had approved the task order at its November 6, 2007 meeting.

Mr. Blanco reported KHA had completed the study and developed plans that provided for upgrades including:

- Alarm devices for all manual gates
- Pedestrian gates with alarm capability
- Installation of cameras at strategic locations
- Integrated video access software linked to an airport personnel ID system
- Replacement of the cameras and digital video recorder at the Helistop

Mr. Blanco stated that in anticipation of the project's being advertised for bid, staff had negotiated Task Order No. 38, and associated fees of \$76,280, for KHA to provide construction support services. These services include attending construction meetings, conducting site visits to assure compliance with plans and specifications, responding to contractor requests for clarification, reviewing and approving shop drawings, and preparing all contract closeout documentation. Mr. Blanco said Airport staff and the Consultant Selection and Negotiation Committee had reviewed the task order and fees. Pending concurrence by the CSNC, staff recommended approval of this task order.

Mr. Blanco informed the Board that funds for this Task Order were available from the Airport's approved CIP and from a grant from the Florida Department of Transportation.

Staff Recommendation:

Staff recommends approval of the proposed Task Order No. 38 with Kimley-Horn and Associates, Inc. for Construction Phase Services for the Airport's Security

Improvements.

Mr. Dunbar asked the approximate cost of improvements. Mr. Blanco estimated \$1 million.

Chair Brenneman advised that Mr. Scerbo, AAB Vice Chairman, sat on the CSNC, and had sent her an email stating he had reviewed this item and would recommend approval.

Motion made by Ms. Woods, seconded by Ms. Iversen, to approve the staff recommendation. In a voice vote, Board unanimously approved.

UPDATE ITEMS

A. Noise Compatibility Program

Update to the Implementation of Noise Compatibility Program Review

Ms. Straugh reported that over the course of several months, the City's sub-consultant, Harris Miller Miller and Hanson (HMMH), had reviewed FXE's Noise Compatibility Program (**NCP**) and the implementation of that program. She stated HMMH had completed their review and provided their recommendations for the NCP. She announced that Mr. Ted Baldwin, with HMMH, would provide the Board with a summary of their Review in the form of a PowerPoint Presentation.

Chair Brenneman advised the presentation would be shown later in the meeting.

[Mr. Calvo arrived at 1:52]

Upon returning to this Item, Mr. Baldwin gave a PowerPoint presentation, a copy of which is attached to these minutes for the public record.

Mr. Baldwin asked Board members to indicate which noise statistic reports they did not wish to receive and which reports they did wish to receive.

Ms. Iversen asked about the Noise Abatement website, and Mr. Baldwin explained this could be accessed from the City's website. The web address was: <http://www.fortlauderdale.gov/FXE/noise.htm>

Ms. Straugh explained the purpose of the website was to provide a place for residents to fill out a form supporting extension of the I-95 Turn, and included email links for local representatives. There was also noise abatement information available for pilots.

Mr. Dunbar stressed that outreach must be their biggest focus to make people aware there were ways to communicate with FXE when there was a problem.

Mr. Baldwin acknowledged great efforts were already made to publicize the information, but more could always be done, and Ms. Bennett agreed.

Ms. Bennett said that once per year they sent out mass mailings totaling approximately 7,000.

Chair Brenneman agreed that channel 78 and channel 12 were very effective means to reach the public. Ms. Straugh stated the City also had a radio station they used to disseminate information.

Ms. Bennett suggested they make FXE's monthly reports available from the website via email each month.

Ms. Iversen said there must be a better way for households to report noise complaints. Ms. Bennett suggested adding a link to the City website that residents could use to submit information regarding noise issues.

Mr. Baldwin recommended creating some of the more labor-intensive reports quarterly instead of monthly to increase impact.

Ms. Iversen suggested links on the website with information for propeller pilots. Mr. Baldwin stated fliers aimed at propeller pilots were available on the website.

Chair Brenneman stated that there had been a change in Part 151 Study nomenclature over the years. While they used to discuss LDNs (Level day/night), they now discussed DNLs (Day/Night Level). Mr. Baldwin explained that the Day/Night Average Sound Level was a measure of total noise exposure over the course of a calendar year, with an adjustment to increase by a factor of ten all noise occurring between 10 p.m. and 7 a.m.

Mr. Baldwin continued that until the early 1990s, the term LDN was used. It was later decided to use the term DNL.

Mr. Baldwin informed the Board that currently there was an FAA initiative called Aerospace Cooperative Research Program being conducted to address a broad range of issues in the airport industry. One component of this initiative was the determination of compatible land uses. Currently, the FAA considered all land uses outside of the 65 DNL contour to be compatible. This project looked at what municipalities had done within the 65 DNL to control land use. Mr. Baldwin gave FXE high marks for diligently monitoring new development and making appropriate comments regarding it. Ms. Bennett said she was interested to learn what other municipalities were doing in this regard.

Chair Brenneman recommended adding the website address to the refrigerator magnets FXE handed out. Mr. Berns suggested submitting information to publish in the resident newsletter and to include information with the water bill. Chair Brenneman suggested more facility open house events.

Mr. Baldwin invited the Board's input for a "catchphrase" for the noise program.

Nighttime and I-95 Turn

For April 2008, there were no noise events over 80 dB between 10:00 p.m. and 7:00 a.m. during that same time period, thirty-three (33) jets had flown the I-95 Turn and three (3) of those jets were stage-two aircraft.

Noise Abatement Program Statistics

The noise program statistics for March 2008 were included in the Board's packet.

B. Development and Construction

Mr. James advised that operations statistics were provided with the Board's packet.

Chair Brenneman asked what feedback had been received regarding the extended hours. Mr. James said he had received no feedback.

Bill Garghill, Banyan Air Services, said this had been very positive for Banyan, and customers were very pleased with it.

Mr. Cervasio noted that when the extended hours were first implemented, staff had received much positive feedback. Data indicated that over 90% of the planes that cleared customs between 5:00 and 9:00 stayed at the Airport.

C. Arrearages

There were no arrearages to report.

D. FLL Update

Ms. Straugh advised that May 15 was the deadline for submission of comments for the FAA's Environmental Assessment at FLL to change the use of runway 13-31 and 27 Left- 9 Right. She noted that Fort Lauderdale had sent letters to homeowner association presidents and posted notices on the City website allowing residents to submit their comments regarding this.

Ms. Straugh announced that the FLL Noise Abatement Committee meeting would be held on June 9 at 6:00 pm at Broward County Aviation Department offices.

E. Presentation - Wayfinding Signage - Project 10825

Ms. Bennett advised that this presentation would be given after Mr. Baldwin's NCP Review presentation.

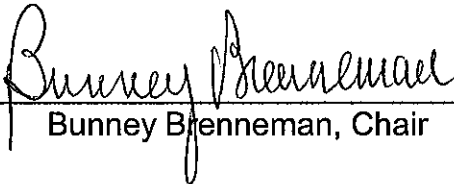
Upon returning to this item, Mr. Cervasio and Ms. Carhart gave a PowerPoint presentation, a copy of which is attached to these minutes for the public record.

Chair Brenneman recommended alphabetizing company names on each sign.

Other items and announcements

There being no further business before the Board, the meeting adjourned at 3:30 p.m.

- Next scheduled meeting date: Thursday – June 26, 2008 – 1:30 PM


Bunney Brenneman, Chair

PLEASE NOTE:

If any persons decide to appeal any decision made with respect to any matter considered at this public meeting or hearing, he/she will need a record of the proceedings and, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Implementation, Monitoring, and Reporting of FXE Noise Abatement Measures



Meeting with Airport Advisory Board Representatives

May 22, 2008

Ted Baldwin

 HARRIS MILLER MILLER & HANSON INC.

FLL High Noise Events for Departures

www.hmmh.com

- Noise events > 85 dB SEL
- Grouped by operator type
- Presented separately for arrivals and departures
- Could be prepared for specific aircraft types, time of day, etc.

BROWARD COUNTY
FLORIDA

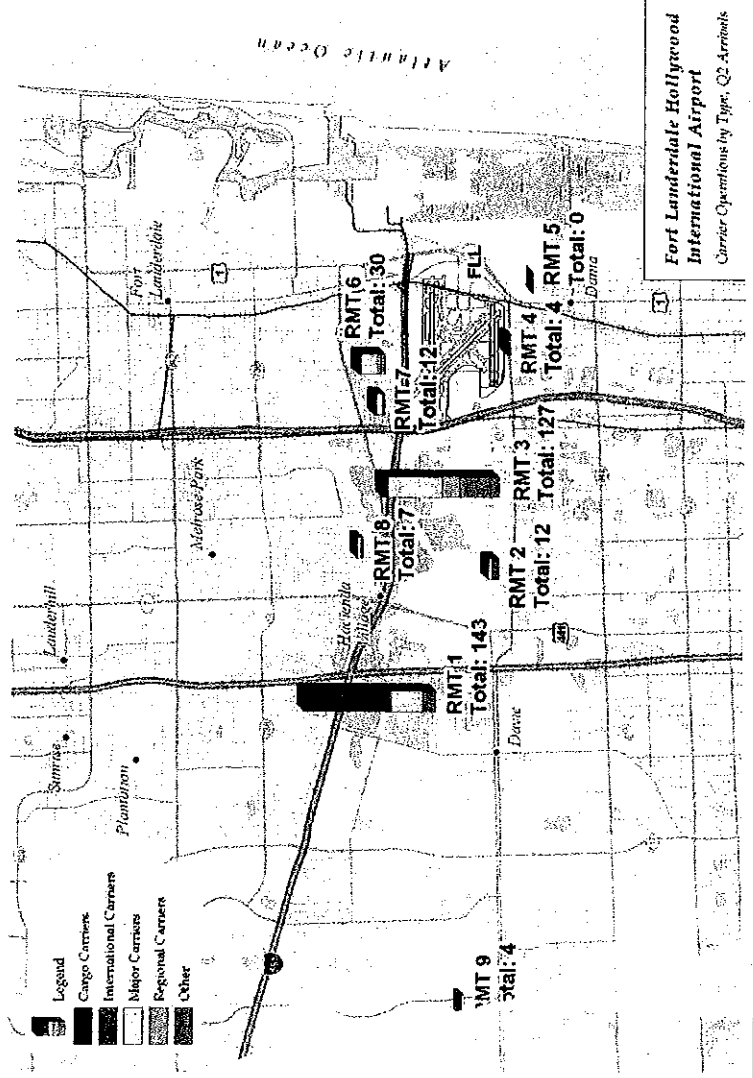
Broward County Aviation Department
Partnership for Quieter Skies Quarterly Report

Second Quarter 2006

High Noise Events - Departures

For Monitor Locations 1-9

Second Quarter 2006 (April 1 - June 30)



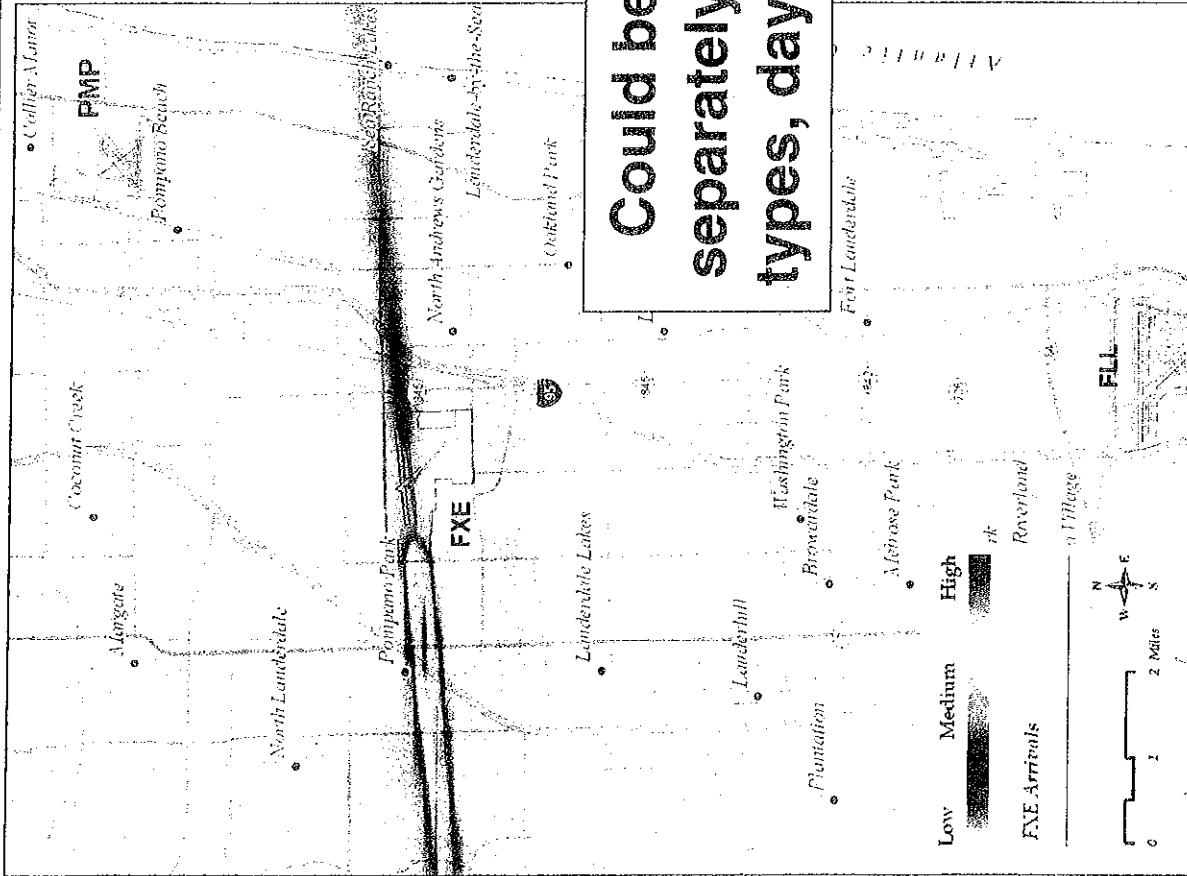
Major Progress / Recommendations to Date

www.hmmh.com

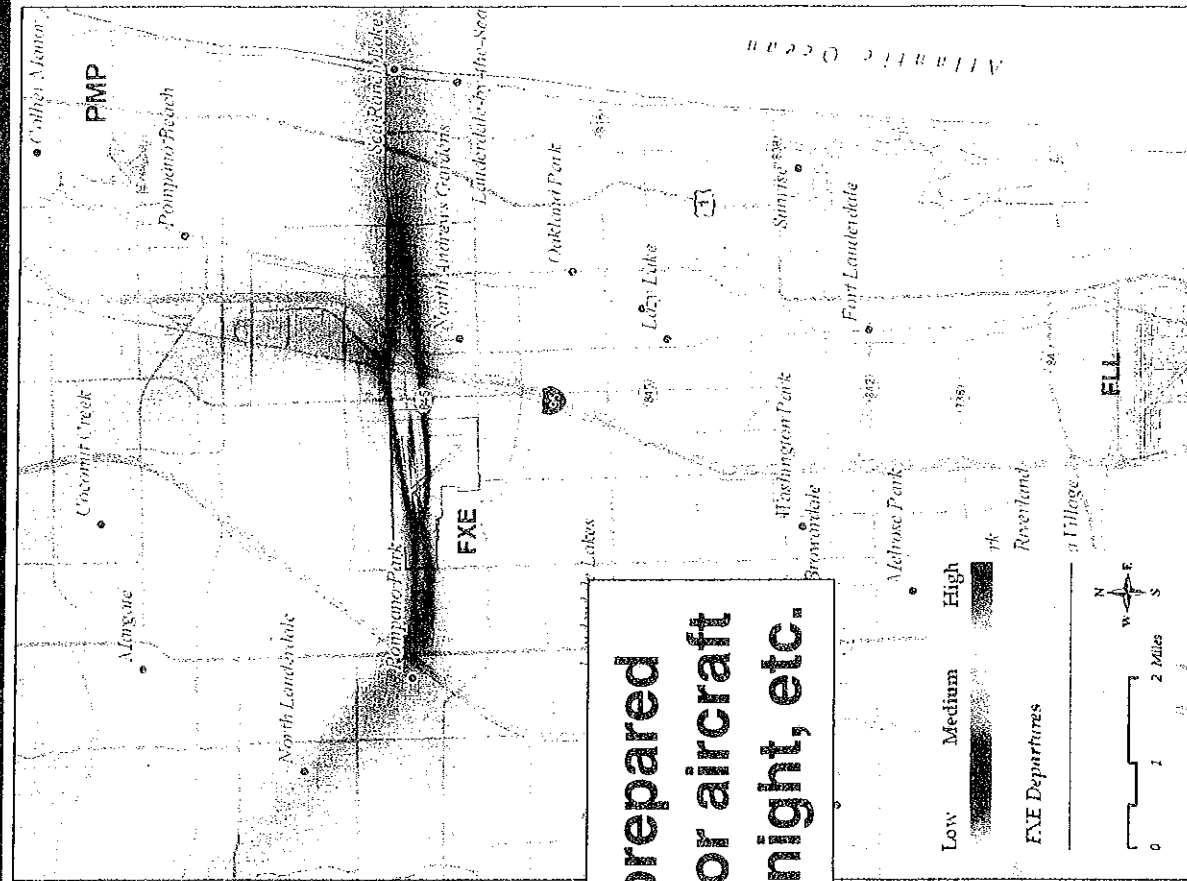
- **Program publicity and educational material**
 - Ensure they are complete, up-to-date, and consistent
 - Develop specialized, updated, Jeppesen-format handouts
 - Comprehensive fixed-wing drafted (has jet focus)
 - Prepare graphically oriented propeller-focused handout
 - Refine helicopter handout
 - Seek pilot input on techniques to improve communication
- **Reporting materials**
 - Consider graphical presentations for ease of understanding
 - Seek AAB input on content and format, potential downsizing
- **Overall program**
 - Establish regular review and update schedule
 - Establish consistent “look and feel,” identifiable “image,” and overall program “theme” or “catch phrase”

FXE Flight Track Density Plots

www.hmmh.com

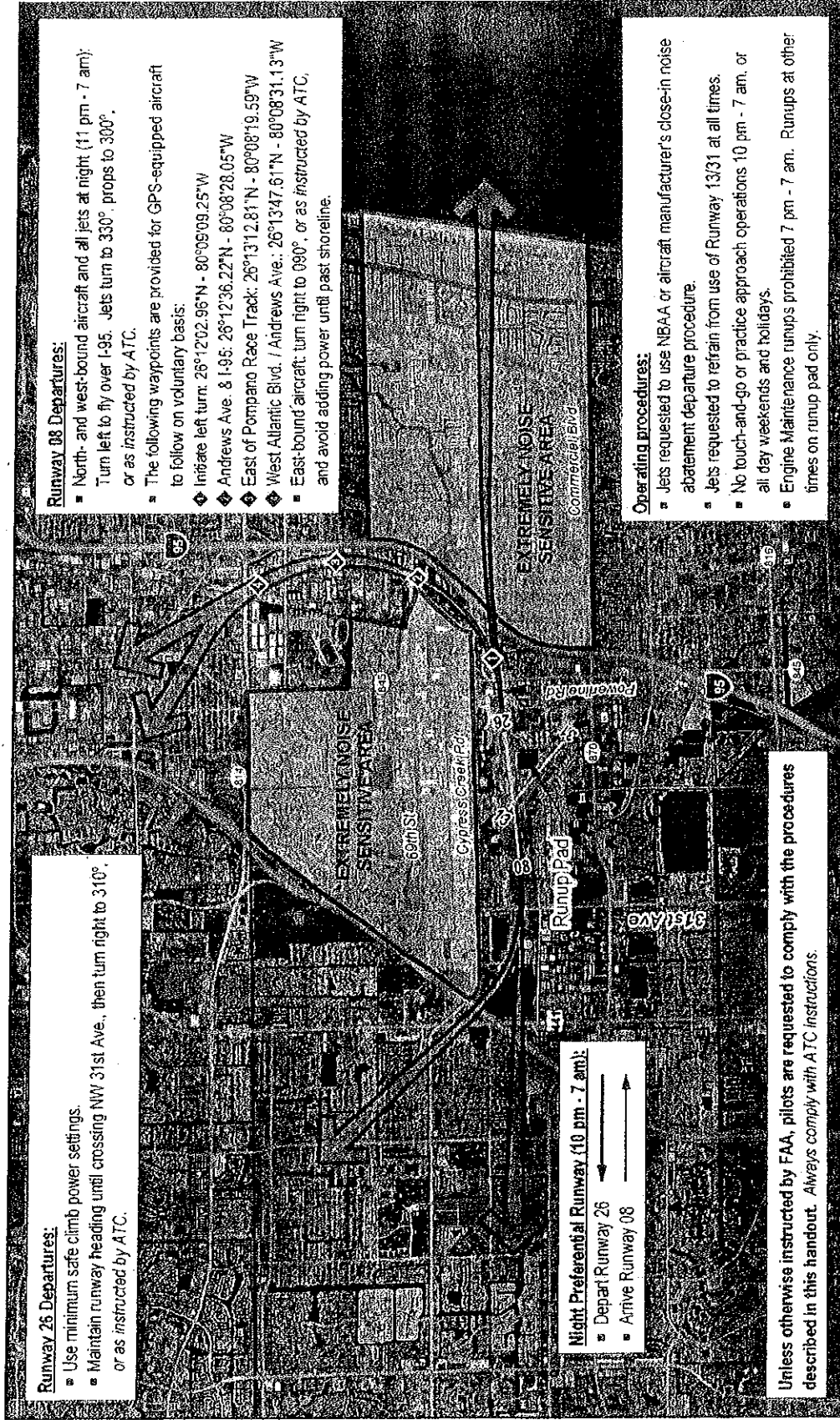


**Could be prepared
separately for aircraft
types, day / night, etc.**



Draft Fixed-Wing Handout, page 1 of 2

www.hmmh.com



Existing Graphical Reports

www.hmmh.com

FXE - Aircraft Noise Community Response Report

FXE - Runway 8 Jet Departures and Noise Event Report

STA

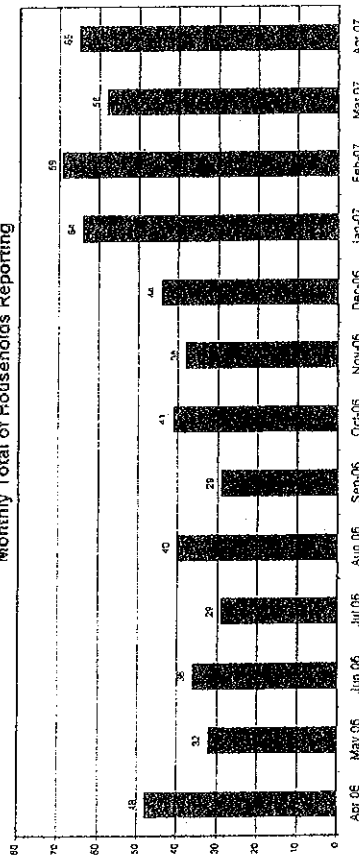
Number of households contacting
FXE to register concerns about
noise:

65

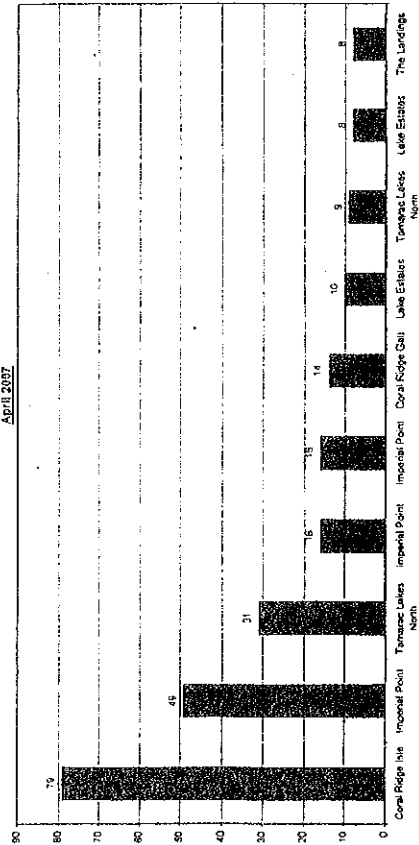
Number of Runway 8 Jet
Departures over 80 decibels:

25

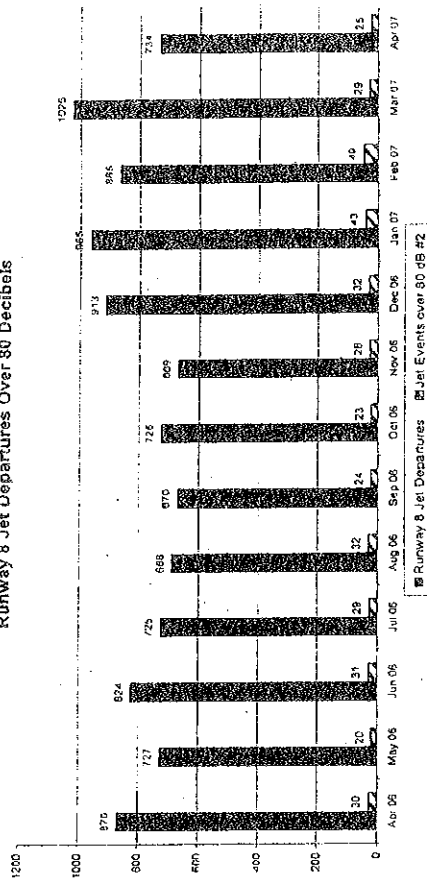
Monthly Total of Households Reporting



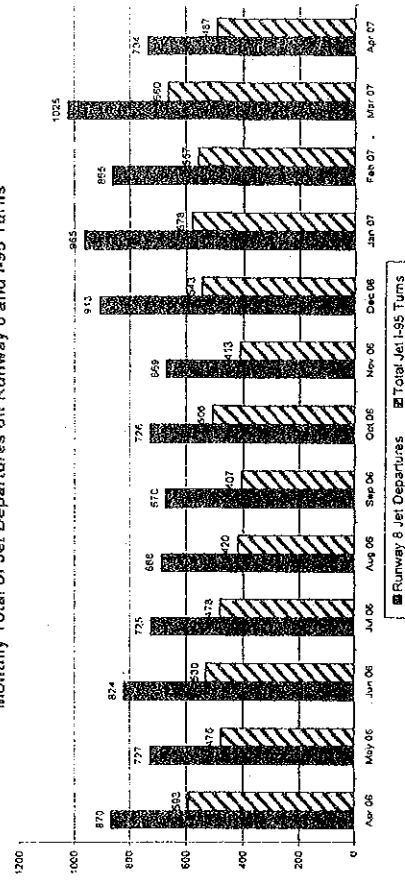
Complaint Distribution by Household
10 Households reported 50% of total calls to the Noise Abatement Hotline
April 2007



Runway 8 Jet Departures Over 80 Decibels



Monthly Total of Jet Departures on Runway 8 and I-95 Turns



Community-Oriented Outreach

www.hmmh.com

- **Extensive summary material on website**
 - Noise alert for pilots page (with jet and helicopter handouts)
 - 2002 and 2007 Noise Exposure Maps
 - Listing of elements
 - Monitoring system description
 - 24-hour Noise abatement hotline
 - Pilot education program and noise abatement workshops
 - Achievements in Community Excellence (ACE) awards
- **Potential improvements**
 - Suggest preparation of citizen-oriented graphical summary
 - Consider development of “suite” of informational handouts
 - Monitor site descriptions, noise basics, Part 150 history, contour basics, etc. – *Suggestions?*

Noise Abatement Cooperative Effort, page 2

www.hmmh.com

	Apr-06	May-06	Jun-06	Jul-06	Aug-06	Sep-06	Oct-06	Nov-06	Dec-06	Jan-07	Feb-07	Mar-07	Apr-07
Total Jet Departures	1217	991	1027	810	825	893	944	1002	1066	1207	1391	1215	1125
Runway 26 Jet Departures	347	264	203	85	137	223	218	333	153	242	526	190	388
Runway 8 Jet Departures	870	727	824	725	688	670	726	669	913	965	865	1025	734
Total I-95 Turns	593	475	530	478	420	407	506	413	543	578	557	660	487
% I-95 Turns	68%	65%	64%	66%	61%	61%	70%	62%	59%	60%	64%	64%	66%
Stage 1 Jet Departures	0	0	2	0	0	0	0	0	0	0	0	0	0
% Total Departures	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Stage 2 Jet Departures	84	61	84	75	73	74	69	84	92	107	96	99	90
% Total Departures	10%	8%	10%	10%	11%	11%	10%	13%	10%	11%	11%	10%	12%
Stage 3 Jet Departures	786	666	736	650	615	596	657	578	821	858	759	926	840
% Total Departures	90%	92%	89%	90%	89%	89%	90%	86%	90%	89%	89%	90%	87%
Nighttime Jet Deps. (2200-0700)													
Nighttime Jet Deps. Total	82	76	94	63	60	61	92	73	91	92	162	101	78
Nighttime Rwy 26 Jet Deps.	46	53	42	19	26	30	39	40	26	28	72	26	38
Nighttime Rwy 8 Jet Deps.	36	23	52	44	34	31	53	33	65	64	90	75	40
Nighttime I-95 Turns	36	23	48	41	34	30	51	32	61	60	80	72	40
Nighttime Straight-Out	0	0	4	3	0	1	2	1	4	4	10	3	0
Nighttime Events Over 80 dB	0	0	0	0	0	0	0	0	0	0	1	0	0
Nighttime Stage 1 Departures	0	0	0	0	0	0	0	0	0	0	0	0	0
Nighttime Stage 2 Departures	3	1	4	3	3	2	4	1	5	4	5	7	12
Nighttime Stage 3 Departures	33	22	48	41	31	29	49	32	60	60	85	68	65
Nighttime I-95 Turns Stage 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Nighttime I-95 Turns Stage 2	3	0	4	2	3	2	4	1	5	4	5	6	6
Nighttime I-95 Turns Stage 3	33	23	44	39	31	28	47	31	56	56	75	66	34
Night Straight Out Dep Stage 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Night Straight Out Dep Stage 2	0	0	0	1	0	0	0	0	0	0	1	1	0
Night Straight Out Dep Stage 3	0	0	4	2	0	1	2	1	4	4	9	2	0
Night Events over 80 Stage 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Night Events over 80 Stage 2	0	0	0	0	0	0	0	0	0	0	1	0	0
Night Events over 80 Stage 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Events over 80 dB at Monitor #1	83	25	59	46	65	45	60	52	90	106	72	56	30
Over 95.1 dB	2	1	2	8	5	0	1	0	4	1	2	1	1
90.1 dB - 95 dB	13	2	6	6	3	6	3	7	8	14	8	5	3
85.1 dB - 90 dB	20	5	18	8	19	14	20	10	18	21	22	14	7
80 dB - 85 dB	46	17	33	24	38	25	36	35	60	70	40	36	19
Events over 80 dB at Monitor #2	30	20	31	29	32	24	23	28	32	43	49	29	25
Over 95.1 dB	0	0	0	0	0	0	0	0	0	0	0	0	0
90.1 dB - 95 dB	1	1	1	1	5	0	1	0	1	1	4	1	2
85.1 dB - 90 dB	14	4	17	8	9	8	6	16	13	15	13	7	9
80 dB - 85 dB	15	15	13	20	18	16	16	12	18	27	32	21	14

Noise Abatement Cooperative Effort, page 1

www.hmmh.com

NOISE ABATEMENT COOPERATIVE EFFORT April 2006-2007

	Apr 06	May 06	Jun 06	Jul 06	Aug 06	Sep 06	Oct 06	Nov 06	Dec 06	Jan 07	Feb 07	Mar 07	Apr 07
Total Jet Departures	1217	991	1027	810	825	893	944	1002	1066	1207	1391	1215	1125
Runway 26 Jet Departures	347	264	203	85	137	223	218	333	153	242	526	190	388
Runway 8 Jet Departures	870	727	824	725	688	670	726	669	913	965	865	1025	734
Total Jet 1-95 Turns	593	475	530	478	420	407	506	413	543	578	557	660	487
% 1-95 Turns	68%	65%	64%	66%	61%	61%	70%	62%	59%	60%	54%	64%	66%
Jet Noise Events at Monitor #1	230	81	194	176	216	226	284	180	256	520	514	440	199
Jet Noise Events at Monitor #2	105	91	112	115	117	133	0	82	117	225	218	264	144
Jet Events over 80 dB at Monitor #1	85	25	59	46	65	45	60	52	90	106	72	56	30
Jet Events over 80 dB at Monitor #2	30	20	31	29	32	24	23	28	32	43	49	29	25
# of Households Reporting	48	32	36	29	40	29	41	38	44	64	69	58	65
# of Noise Reports	363	207	191	155	341	244	272	394	316	249	476	359	398
Average Lmax per Event	76.5	76.6	76.7	76.1	76.9	76.3	0	79.7	79.1	76.4	76.2	74.5	76.1

Notes:

Hurricane Wilma resulted in a loss of data at noise monitor #3 from 10/23/2005 to 05/04/2006 - did not affect statistics - recording purposes only
 Noise Monitor # 1 lost data from 05/15/2006 to 06/08/2006 from a power failure; 07/24/2006 to 07/28/2006 microphone recorded unreliable levels
 Noise Monitor # 1 lost data from 03/23/2007 to 04/13/2007 from a power failure
 Noise Monitor #2 lost data from 09/28/2006 to 10/06/2006 from a failed microphone.
 Noise Monitor # 2 lost data from 10/10/2006 to 11/10/2006 analyzer time synchronization repaired
 Oct 2006 entries were omitted for the following: "Jet Noise Events at Monitor #2" and "Average Lmax per Events"
 Oct 2006 jet events over 80 dB at #2 count is approximate. Data was collected from RMT #3 and #4 to get an approximate count

Community-Oriented Reporting through AAB

www.hmmh.com

- Existing Program Materials
 - Noise Abatement Program Statistics
 - Noise Abatement Cooperative Effort
 - Runway 8 Departures and Noise Event Report
 - Aircraft Noise Community Report
- Existing, largely tabular summaries are complex
 - Which information do you review each month?
 - Is there information you never review?
 - Would simpler summaries be sufficient?
 - Would graphical summaries be more informative?

Noise Abatement Cooperative Effort, page 3

www.hmmh.com

Monitor # 2	Apr-06	May-06	Jun-06	Jul-06	Aug-06	Sep-06	Oct-06	Nov-06	Dec-06	Jan-07	Feb-07	Mar-07	Apr-07
Stage 1 Jets													
Over 95.1 dB	0	0	0	0	0	0	0	0	0	0	0	0	0
90.1 dB - 95 dB	0	0	0	0	0	0	0	0	0	0	0	0	0
85.1 dB - 90 dB	0	0	0	0	0	0	0	0	0	0	0	0	0
80 dB - 85 dB	0	0	0	0	0	0	0	0	0	0	0	0	0
Stage 2 Jets													
Over 95.1 dB	0	0	0	0	0	0	0	0	0	0	0	0	0
90.1 dB - 95 dB	1	1	1	1	5	0	0	0	1	1	4	1	2
85.1 dB - 90 dB	13	4	17	8	9	8	0	9	13	15	13	7	9
80 dB - 85 dB	14	13	10	16	11	15	0	15	12	22	28	20	13
Stage 3 Jets													
Over 95.1 dB	0	0	0	0	0	0	0	0	0	0	0	0	0
90.1 dB - 95 dB	0	0	0	0	0	0	0	0	0	0	0	0	0
85.1 dB - 90 dB	1	0	0	0	0	0	0	1	0	0	0	0	0
80 dB - 85 dB	1	2	3	4	7	1	0	3	5	5	4	1	1
Households Reporting	48	32	36	29	40	29	41	38	44	84	59	58	65
Noise Reports per Noise Level													
over 95.1dB	0	0	0	0	0	0	0	0	0	0	0	0	0
90.1dB - 95dB	8	4	11	5	38	2	0	0	8	4	33	1	12
85.1dB - 90dB	84	17	28	24	44	22	0	29	77	68	70	40	53
80dB - 85dB	32	32	24	22	42	30	0	25	42	56	90	65	46
75dB - 79.9dB	34	32	17	17	45	25	0	33	46	15	50	33	32
67dB - 74.9dB	40	28	30	28	48	36	0	20	6	20	78	58	65
FLL OVERFLIGHTS	0	7	0	1	12	1	0	3	11	7	8	9	5
Miscellaneous Activity*	165	87	81	58	112	128	0	284	126	79	139	153	185
Total Noise Reports	363	207	191	155	341	244	272	394	316	249	476	359	398

Notes:

*Jets that did not register, other runway activity, propellers and helicopters

Hurricane Wilma resulted in a loss of data at noise monitor #3 from 10/23/2005 to 05/04/2006 - did not affect statistics - recording purposes only

Noise Monitor # 1 lost data from 05/15/2006 to 06/08/2006 from a power failure; 07/24/2006 to 07/28/2006 microphone recorded unreliable levels

Noise Monitor # 1 lost data from 03/23/2007 to 04/13/2007 from a power failure

Noise Monitor #2 lost data from 09/28/2006 to 10/06/2006 from a failed microphone.

Noise Monitor # 2 lost data from 10/10/2006 to 11/10/2006 analyzer time synchronization repaired

Oct 2006 entries were omitted for the following: "Stage 1, 2, and 3 Jets counts by dB" and "Reports per Noise Level"

FXE Noise Abatement Program

FORT LAUDERDALE EXECUTIVE AIRPORT (FXE)

FORT LAUDERDALE, FLORIDA 33309

27°11.84'N - 80°08.52'W

Airport Contacts and Airfield Data



Radio Frequencies	Runways / Lights
Executive Tower (CTAF) 120.90	08 8001'X 100' MALSR, PAPI
Ground Control 121.75	26 6001'X 100' REIL, PAPI
Clearance Delivery 127.95	13 4000'X 100' REIL, PAPI
ATIS 119.85	31 4000'X 100' REIL, PAPI
Miami FSS 122.20	Field Elevation
Miami App / Dep 119.70	14' MSL
Telephone Numbers	Traffic Pattern Altitudes
FXE Administration 954.828.4955	Piston 1000' MSL
FXE ATCT 954.776.4570	Turboprop 1500' MSL
US Customs & Border Protection 954.356.7412	Rotor 500' MSL

FXE is surrounded by noise-sensitive areas. Through highly cooperative aviation and community efforts, the City of Fort Lauderdale has established an extensive noise abatement program to reduce noise levels in these nearby areas. Your cooperation with this noise abatement program is appreciated.

NOTICE: Noise, Track, and Altitude Monitoring in Effect

FXE operates a monitoring system that includes six permanent noise monitors, and flight track, altitude, and identification monitoring. The system automatically correlates noise measurements with individual flights. FXE evaluates adherence of individual flights with noise abatement procedures summarized in this handout.

Pilots are encouraged to contact FXE either before or after flights to request noise and track reports on their operations. Experienced pilots have found this feedback to be very useful in improving their noise abatement performance.

1. Preferential Runway Use

- Jet aircraft, 24 hours: Pilots of jet aircraft are requested to voluntarily refrain from use of Runway 13/31 unless Runway 8/26 is unavailable.
- All aircraft, 10 pm - 7 am: Preferential departure runway is 26; preferential arrival runway is 08
- All aircraft, 10 pm - 7 am: Runway 13/31 is closed at night, unless Runway 08/26 is closed for emergencies or maintenance

2. Touch-and-go operations and practice approaches

Pilots are requested to voluntarily curtail touch-and-go operations and practice approaches from 10 pm to 7 am, and on weekends, and holidays.

3. Runway 26 Departures

Unless otherwise instructed by FAA, pilots are requested to maintain runway heading until crossing NW 31st Ave. (approx 0.4 NM west of airport), then turn right to a heading of 310°.

3. Runway 08 Departures

Unless otherwise instructed by FAA, pilots are requested to voluntarily execute the "I-95 turn" as follows:

- Jets with destinations to the north or west, 7 am - 11 pm and
- All jets, regardless of destination, 11 pm - 7 am: Turn left to fly over I-95 to a 330° heading. Initiate turn abeam I-95 and avoid overflight of residential areas to the east or west.
- Props with destinations to the north or west, 24 hours: Turn left to fly over I-95 to a 310° heading. Initiate turn abeam I-95 and avoid overflight of residential areas to the east or west.

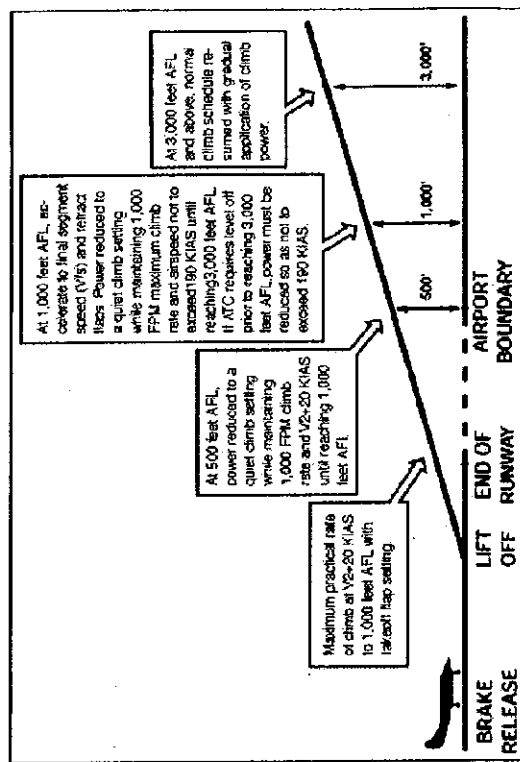
GPS-equipped aircraft: The following I-95 turn waypoints are provided for pilots to follow on a voluntary basis:

- #1 Initiate left turn: 26°12'2.96"N - 80°9'9.25"W
- #2 Andrews Ave. & I-95: 26°12'36.22"N - 80°8'28.05"W
- #3 East of Pompano Race Track: 26°13'12.81"N - 80°8'19.59"W
- #4 West Atlantic Blvd. / Andrews Ave.: 26°13'47.61"N - 80°8'31.13"W

East-bound aircraft: Turn right to 090°, or as instructed by ATC.

4. Jet Noise Abatement Departure Procedures

Jets are requested to voluntarily follow the NEAA or aircraft manufacturers' close-in noise abatement departure procedure. The NEAA procedure is summarized below (further information is available at www.nbaa.org.)



5. Engine Maintenance Runups

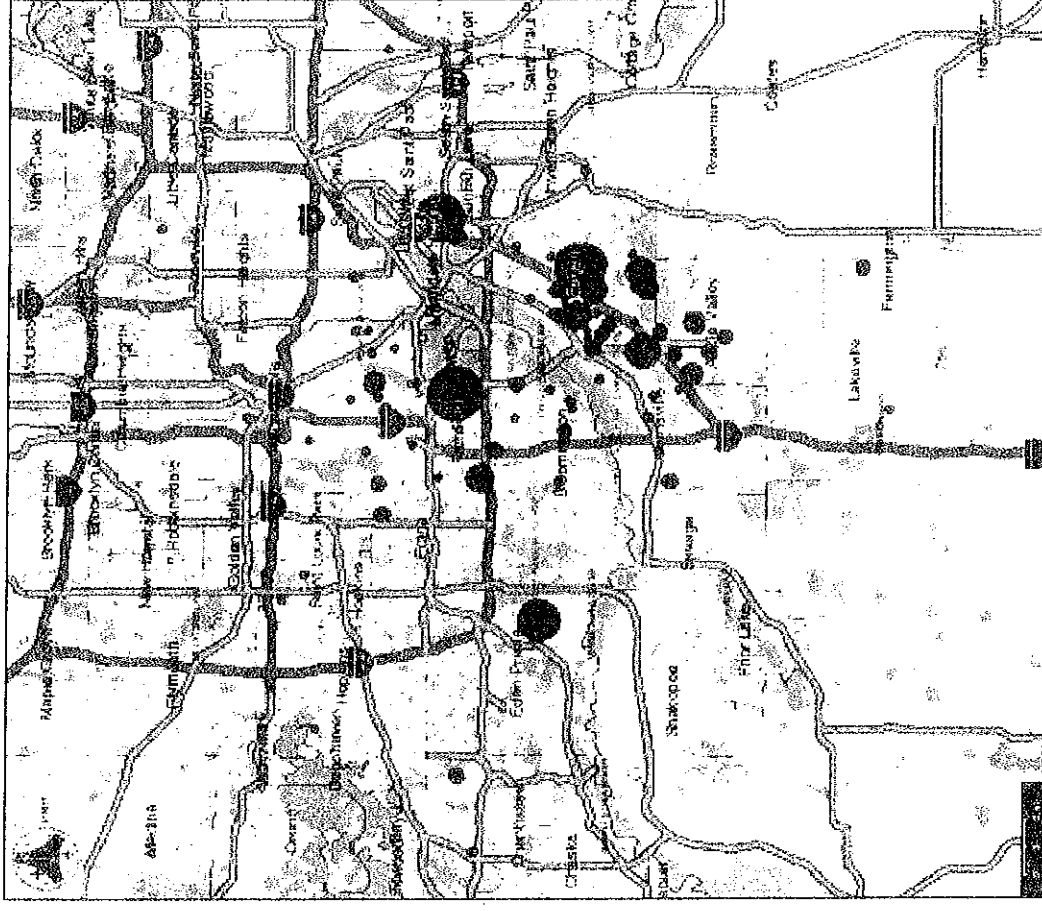
Engine maintenance Runups are prohibited 7 pm - 7 am. Runups during other hours are permitted only at the runup pad.

Graphical Complaint Presentation

www.hmmh.com

- Summarize data concisely
- Reflects geographic component of issues
- Many examples from other airports
- Could be prepared separately for different types of complaints, time of day, type of operation, etc.

*ANOMS-based complaint
graphic from MSP*



Major Aviation Representative Recommendations

www.hmmh.com

- Increased signage (for tugs, gates, FBO and FXE entrances)

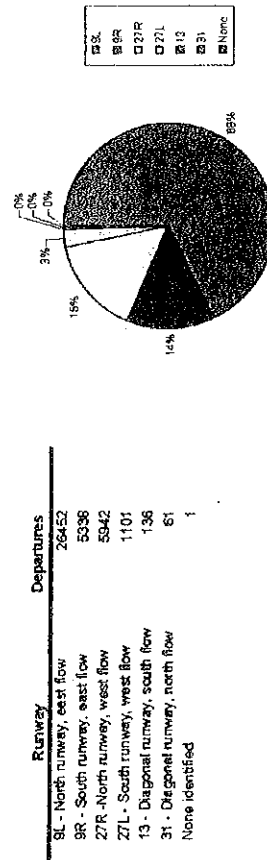
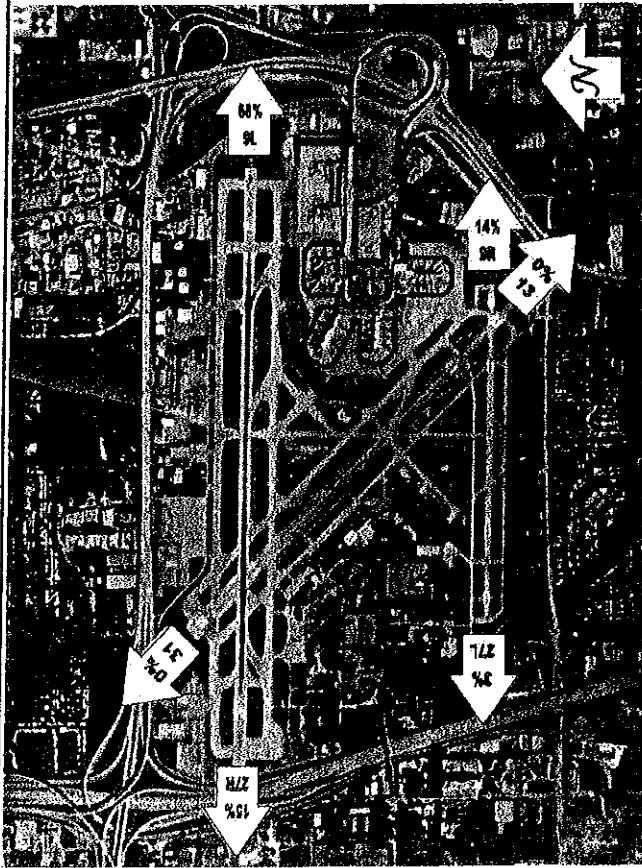
Thanks for Flying Quietly – Know the FXE Procedures
Call FXE Noise Abatement for Information – 954.828.4955

- Develop attractive poster for pilot lounges, flight-planning rooms, etc. (need a theme)
- Place handouts in holder on tugs, distribute with gate cards
- Advertise in pilot publications, flight-planning websites
- Include in electronic Jeppesen manual
- SID for Runway 8 departures (EA process is underway)
 - In the interim, include GPS coordinates in pilot handout
- Include noise abatement in AOA training
- Prepare DVDs for charter and corporate training programs

FLL Runway Use Graphics

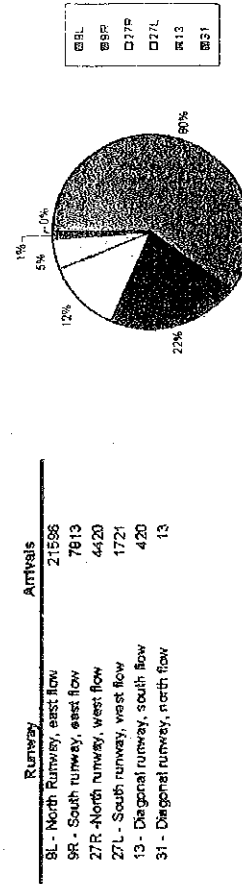
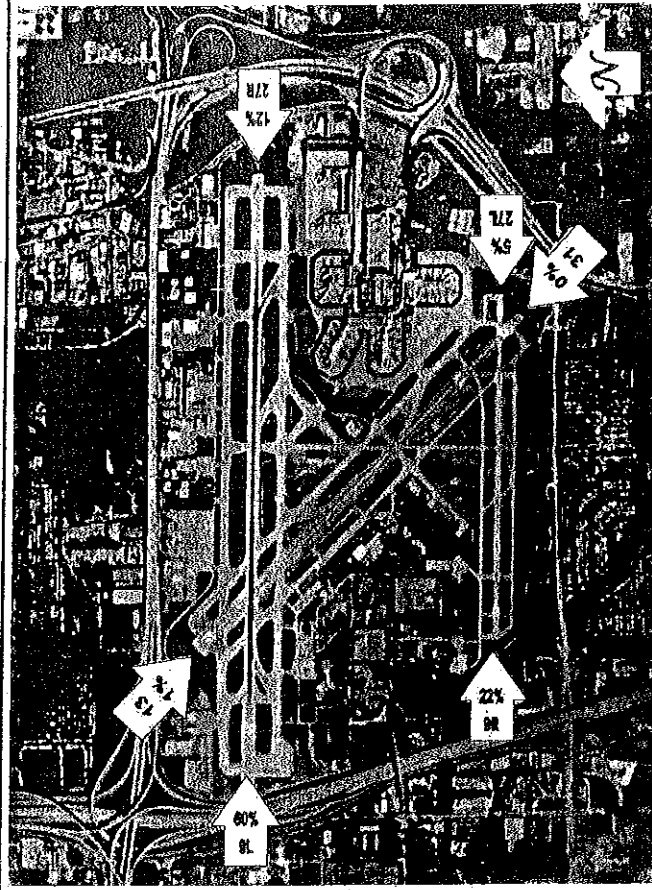
www.hmmh.com

Runway Use Summary Report
Departure Runway Use for All Aircraft Types
Second Quarter 2006 (April 1 - June 30)



Partnership for Quieter Skies

Runway Use Summary Report
Arrival Runway Use for All Aircraft Types
Second Quarter 2006 (April 1 - June 30)

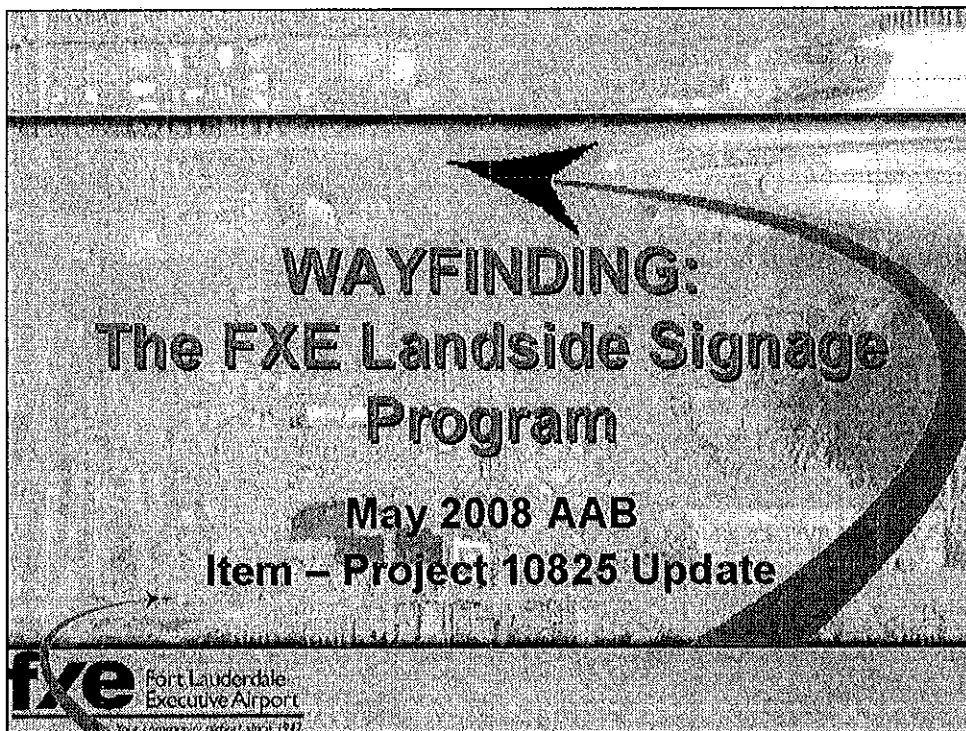


Partnership for Quieter Skies

Project Background and Purpose

www.hmmh.com

- City completed 3rd Part 150 Study in December 2002
 - Noise Exposure Map (NEM)
 - Noise Compatibility Program (NCP)
 - noise abatement measures
 - compatible land use measures
 - continuing program measures (publicity, monitoring, review)
 - FAA Record of Approval (ROA) on NCP – January 2005
- City retained HMMH to review Continuing Program
 - *Is the City taking all reasonable steps to maximize the effectiveness of noise abatement measures, including monitoring, evaluation, education, publicity, follow-up, etc.?*
 - Three primary task elements (1) conduct inventory, (2) consider overall program, and (3) review individual elements



Project No. 10825 - Overview

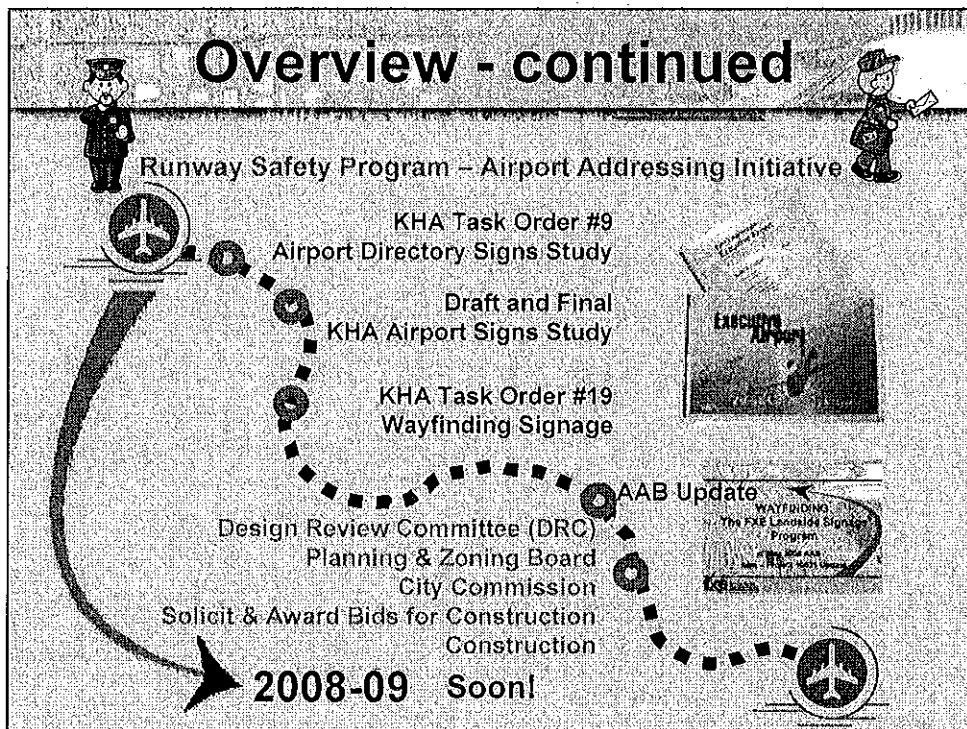
Purpose:
Develop an Airport Signage Master Plan that establishes a coherent approach to provide directions to and around FXE, enhancing the overall continuity and appearance of the Airport.

Approach:

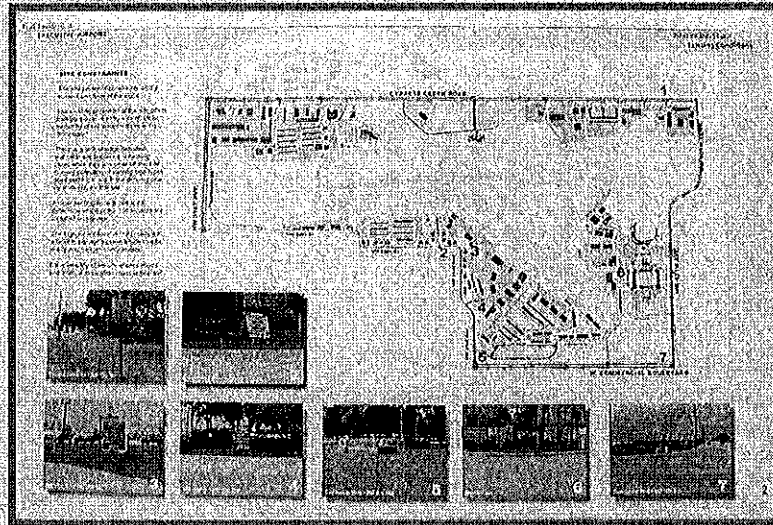
- Assess existing site conditions & constraints to identify Airport needs and improvement opportunities.
- Research other signage programs to develop alternatives related to locations, types and number of signs.
- Clarify applicable federal, state and local design and approval requirements
- Complete conceptual-schematic designs and work program to proceed with implementation – bid, construction and installation.

fxe Fort Lauderdale Executive Airport
The Fort Lauderdale Executive Airport Authority

Wayfinding-Signage Program
May 2008



Inventory of Existing Condition & Identifying Site Constraints



Research – Other Signage Programs



Design Rationale

Elements

- Types
- Designs
- Locations
- Policy & Procedure



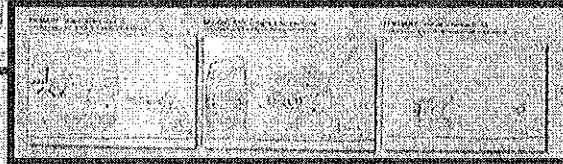
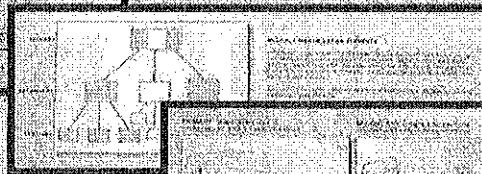
What

Where

Who & How

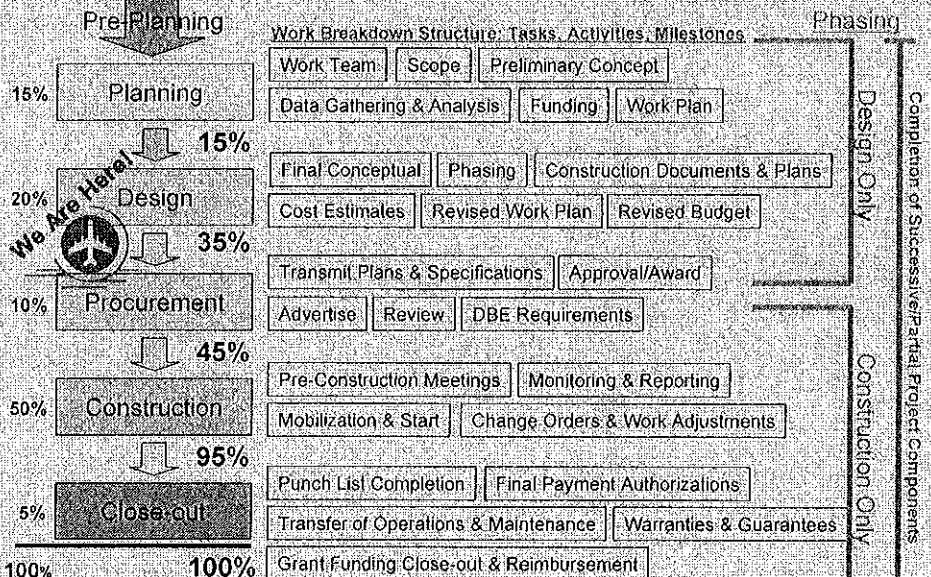
Design Schemes-Types

- Main Signs
- Primary Identifiers
- Secondary
- Tertiary
- District Markers



Project Progression

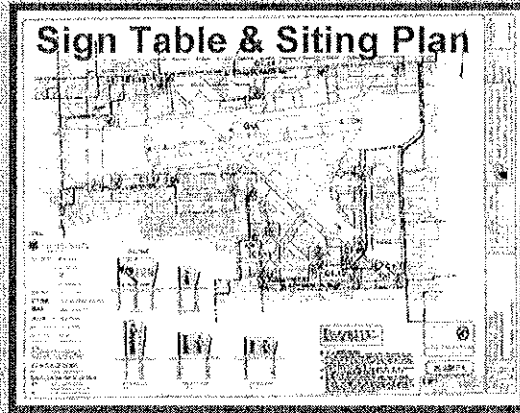
Generic Project Profile



Current Status

✈ DRC/P&Z: Requesting "Relief" related to 4 Signs/Site Requirement (Public Purpose)

✈ Est. Project
Cost: \$760,000
(80% FDOT)



27 Signs:

- 2 Main
- 8 Zone
- 9 Zone Business
- 8 Business

(2) Main Signs



1 - Left

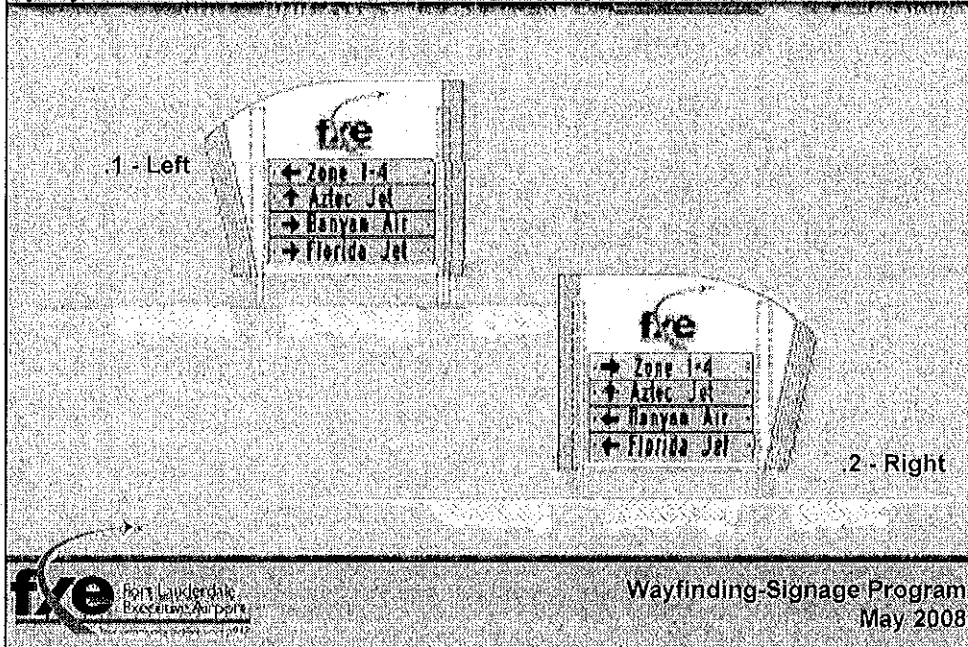


2 - Right

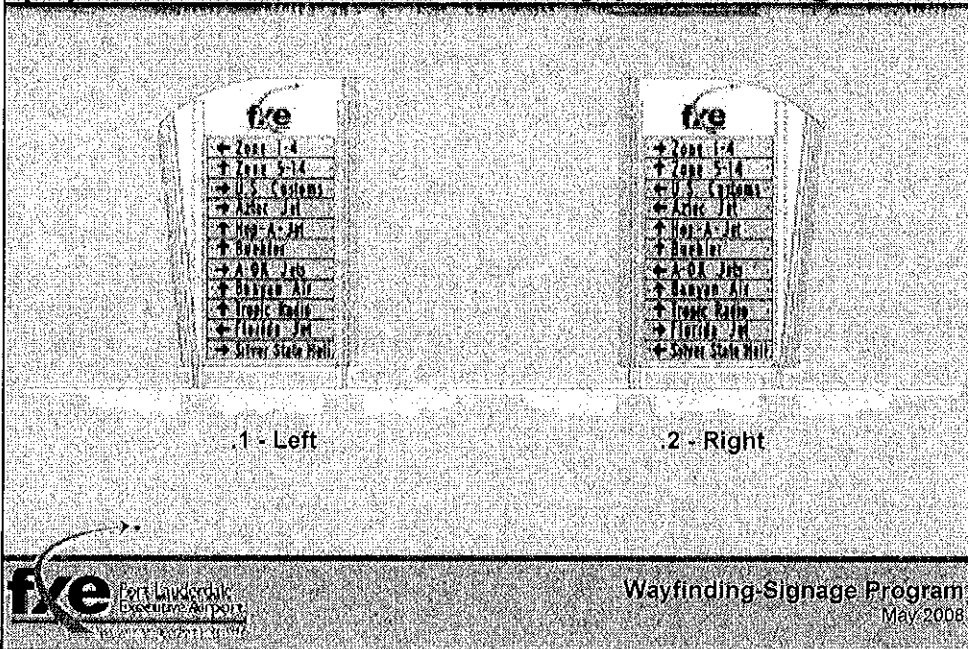


Wayfinding-Signage Program
May 2008

(8) Zone/Business Type 1 Signs



(9) Zone/Business Type 2 Signs



(8) Zone/Business Type 3&4 Signs

